WEDNESDAY, OCTOBER 31, 1860

The past week has been calivened by the arrival of the packet Comet and the clipper Storm King, from San Francisco-the

former bringing dates to the 9th inst., and the U.S. mail of 11th

Sept., and the latter dates to the 16th. The Vanice sailed on the 27th for San Francisco, with a full freight and and good passenger list. The Sea Witch on the same day for Tahiti. The Storm King having taken on board 28 to 30,000 fbs. fungus on Chinese account, sailed last evening for Hongkong, caving behind passengers and freight which she

Fasione and Chapters-The Radium arrived here from Hilo on the 19th, and has engaged the Florence's oil and bone. The Rapid has been chartered by the Phoenix Island Guan Company to load reano at McKenn's Island, at a reported rate of \$10 per ton. The dgate is now loading, and sails on Saturday for McKean's and Phoenix Islands, and Governor Eldrates late master of the George & Mary, goes passenger in her to

take the place lately vacated by the death of Gov. E. C. Pope. ARRIVALS-The Hero arrived to-day, 28 days from Petropolowski. She reports the Bhering as being there, and to sail for this in a few days. Business is reported inactive at Petropolovski and Nicolaeffsky, which, at the latter place, is owing t the want of opportunities for carriage of goods into the interior. and the limited demand for foreign merchandise by the natives. The Jenny Ford arrived on the 24th, from Puget Sound, with an addition to our lumber market, and having discharged her

cargo, will have quick dispatch for Puget Sound via Victoria. WHALEES-Since our last, 11 whalers have entered our ha bor direct, and the average has decreased to 450 barrels. The best had is that of the Forence, Spencer, from Ochotsk, 900 bris. Eight ships have cleared and sailed, all, with the exception of the Ocean, for Home. The Ocean sailed for Margarita Bay. The Metacom is the only ship at Hillo. The Hero brings intelligence of the sale of the Faith at auction, at Petropolovski, as she lay, netting \$277.

TRADE-Auction sales continue slimly attended, and we have no alterations to make from our last report. C. P. Sausing & Co-This house, one of the oldest Chinese establishments here, closed out their stock to-day, and do not mtend resuming the retail branch of their trade.

Excuasor-Whalers' bills can be quoted at 5 per cent. dis count. There is but little money due abroad, and those who hold funds on hand for investment prefer to loan at a good rate of interest to those who want it, than to submit to a less rate of discount than this. We hear of loans at 2 per cent, per month on undeniable security. The Bank is drawing, in sums to suit, at par to I per cent, discount. TREASURY ORDERS .- We learn that Treasury Orders have

been issued from the Department of Finance to the Custom-House Authorities, of which the following is a synopsis : Sept. 21, 1860 .- That cost of packages, etc., be added to in voice of articles upon which duty is to be calculated.

Sept. 28, 1860 .- That machinery, if imported for a specific purpose, say, for instance, a sewing machine, a steam plow, or a sugar mill, imported by any party or parties for his or their own use, shall be entered free of duty-but if imported singly, or with others, by a trader, for the purpose of selling again as merchandise, they shall pay duty.

Oct. 16, 1860 .- In special cases, the Custom House Authorities will be allowed to establish provisionally a public storehouse or houses, where articles accidentally in transit, or where they are of such a character as to require to be unpacked or taken from the packages in which they were entered at the Custom House, so as to be put in proper condition to be experied to place of destination originally contemplated; but this latter facility to be granted only when the public store-houses do no afford the proper accommodation, and in all cases to be under the charge, custody and control of the Custom House Authorities and at their discretion, subject to he usual charges.

Oct. 20, 1860 .- That the law of July 24, 1860, is very specific in regard to drawbacks. No goods are entitled to that privilege unless they shall be exported in original packages, and shall have been stored and remained in the public store under the charge of the Collectors of Customs. That the benefit of experiation, for the purpose of saving duties, would be lost, if merchandisc was stored in private store-houses.

If requisite facilities cannot be given in the public stores to accommodate importers who wish to export, after necessary labor has been added to articles of importation in original packages, to pot them in shipping order for such exportation, or as a temporary convenience for merchandise accidentally in transit. the Custom House Authorities can provide other public stores for the occasions thus required.

onal matters as result adverse to the interests of trade in our

SAN FRANCISCO MARKET .- Oct. 12th.

The flattering indications noted in our last, have assumed a somewhat gloomy appearance, from the intelligence of the re-sumption of shipments from comestic Atlantic ports, and in fact, all elements of an unfavorable character appear exaggerated at the moment; the market is clogged with sellers, and buyers see no encouragement to venture for investment. We

Cigars-No. 2 manila cigars are wanted, with only a few in market, held at a high figure. No. 2 cheroots are worth \$12 and apwards. Manilas are mostly in second hands. COFFEE—Sales light, the trade having limited wants to supply. The Tent had arrived from Rio with 800,000 fbs; sale of Java O. G. @ 21c.; Manila @ 17c.; Rio @ 15jc. Coat.—Market not so firm as last noted, the reported steam-ship arrangements, and the improbability of opposition on the Panama route, creating an unfavorable effect. OIL—A transaction in coast whale for city consumption was made at an advance, 3,600 gallons being taken at 40c, 60 days,

nothing doing for shipment.

Prov.stoxs—Market sluggish. Beef without activity, and
Pork not much enquired for. Sugars-A speculative movement in China raws is noted with a view apparently of controlling outside lots. The Lotus with dates to 15 of August, from China, notes an advance in that market; sales 410 hif. bris. S. I. at 9 c. @ 10 c. Imports raw first 9 months, 1860, 12,212,000 fbs. against same period, 1859, 12,000 fbs.

Sal.T .- Sales 640 gunnies, S. I., \$9 25 @ \$9 75 per ton. Perc-Firm at 11 @ 1115. Demsatic Paonece.—Wheat—very active, parties who claim to be well informed are of opinion that 1 the wheat crop has al-ready been brought to market and sold. Sales averaging 10,000 sacks per day, amount to 102,150 sacks ranging from \$1 12; per 100 hs. to \$1 50. The shipping requirements mostly for Eng-

Famours--All arrivals of tonnage have found ready engage ment, but not fully supplying demand, or having any perceptible effect upon rates. The It mid sold at auction at \$5600. OATS—Sales \$1 25 @ \$1 57 per 100 lbs. HAY—Choice to extra choice \$8 to \$10 per ton.

Hipes-12je, is at present the average purchasing price for woot.-100,000 lbs. sold this month, mostly purchased for

Eastern account within the range of 5c. to 17c. per lbs. A par-cel of 7,000 lbs., very choice quality, mixed merino and Ameri-can, purchased on an Eastern order at 17c.

NEW BEDFORD OIL MARKET.

During the week just ended, (Friday, Sept. 7.) our oil market has continued quiet. At Edgartown and Holmes' Hole, about 500 bris crude sperm oil have been sold in small parcels, at \$1.50 \$\text{\$\text{\$\text{\$\text{\$m\$}}}\$ gailon. Whale is held firmly at last quotations, while at the ment there are no orders on the market.

Ott.—Sales of sperm have been 500 bris at \$1 55 \$7 gall.; 120 do, at same price; 20 do, on private terms; 150 do, in Fair-haven, at \$1 53; and 200 do, in Mattapoisett, at \$1 50. There are buyers in the market, but we do not hear of any sales. Sperm is held firmly at \$1 55 P gallon. In whale, the only sale has been a cargo of 1,170 bris on terms not made public, understood to be \$5c \(\mathbf{Y} \) gall. Whale is quiet, holders firm at from 55c \(\mathcal{O} \)

Moon's Phases at Honolulu, in November.

market.-Pony Express to Alta, Sept. 18 .

Last Quarter. 5 10 45 A. First Quarter. 19 10 21 A. New Moon. . . . 12 2 4 A. Full Moon. . . . 28 1 6 M. Ships' Mails.

For Yestoria.—Per Jenny Ford, this day. For Victoria.—Per Jenny Ford, this day. For Lanana—per Nettie Merrill, Friday. For Hilo—per Nettie Merrill, on Friday or Saturday. For Kavar—per Odd Fellow, to-day. IMPORTS.

From San Francisco-per Comet, Oct. 26-8 pkgs indse, Achnek; 18 do do, Afong; 1 bx mdse, 2 M fire bricks, W A Aldrich; 445 sks produce, A D Cartwright; 3 pkgs mdse, Cas-tle & Cooke; 2 cs do, Dimont & Son; 1 do do, T T Dougherty; tle & Cooke; 2 cs do, Dimond & Son; 1 do do, T T Dougherty; 33 do do, 1 bx opium, Hang Yip; 2 do do, Hughes & Ohlson; 40 qr ska flour, Kenteen; 30 ska potatoes, 1 bx, Geo Lawton; 5 pags furniture, Mr Lemont; 1 horse, H R H Prince Lot; 7 pags mdse, 5 cs cigars, G T Matthews; 3 cs do, Meichers & Co; 2 bris lager beer, 40 ibs tobacco, John Pary; 19 cs mdse, C A & H F Poor; 4 do do, H Robinson; 63 do do, 8 Savidge; 15 do do, 25 tins do, 600 aks produce. I pag charts, H W Severance; 15 stoves, 27 pos castings, G C Siders; 5 bris potty, 1 horse, W Stott; 10 do lime, Geo Thomas; 20 do flour, 154 cs mdse, 480 qr ska do, 3 bxs specie (\$20,000), D C Waterman & Co.; 51 cs mdse, 4 bales do, 100 bales hay, 200 M shingles, 10 M ft boards. mdse, 2 bales do, 100 bales hay, 200 M shiogles, 10 M ft boards, 10 M ft siding, 25 bris lime, 450 sks produce. Richards, Wilcox & Co.; 10 cs boots, 1 csk claret, 49 pkgs mdse, 1 csk soda ash,

From Aucric-per Onlin. Oct 14-1 lot furs, about 5,500 ibs walrus teeth, about 4000 fls whalebone, and sundries, returned From Fanning's Island-per Marilda, Oct 18-61 packages

From Azorto-per Victoria, Oct 20-5 casks furs, 1 case do I bundle do., I lot walrus teeth, about 5000 the whalebone, and sundries, returned cargo.

From Terkaler—per Jenny Ford, Oct 25—4 charts, 5 kegs fish, 9 M laths, 166,127 ft rough lumber, 45,172 ft dressed do.,

PASSENGERS.

From Sax Francisco-per Comet, Oct. 26-C H Judd and wife, Corwin, Mr L Gardner, Mrs E Gardner, Mr Juan Taro, Mr G H
Ingols, Mr J Johnson, Mr W H Knoughton, and 1 Chinaman
For San Francisco—per Yankee, Oct 27—J H Clark, Edward
Gray, H McDougall, Capt Neil, H H Edwards, W H Lumbart,
W B Jarves, Master S Barbank, A G Chandler and wife, V Turner, Chas Wilson, H Dawson, W C Ganett, Jne Lyon—15.
For Tahiri—per Sea Witch, Oct 27—Mr Owen.
From Trenality—per Jenny Ford, Oct 24—M C Monsarrat,
Mr. Martines, Mr Henry Atkins, Mr Fox, Mr Williamson.

COASTWISE. From Kauat-per Kilauen, Oct. 27.—Their Majesties the King and Queen, with Their suite, H R H the Prince of Hawaii, H E, R C Wyllie, H E, Gov Nahaolelira, Mrs D L Gregg and 3 children, Dr McKibbin, Miss McKibbin, Miss Fanny Patry, Miss Fanny Young, P Kaso, Mr and Miss Titcomb, 6 on deck.

From Laurina.—per Kauoi, Oct 18.—Messrs Cook, Aikens, and one other, and 20 on deck.

From Kora and 20 on deck.

From Hillo-per Nettie Merrill, October 20—O H Wood, Mr. Hitchcock, Miss Pratt, Changfat, Changhow, and 60 on deck. From Hillo-per Libolito, Oct 23—Henry Porter, and 20 deck

From Karat—per Emma, Oct 23—Mr Titus, and 4 on deck.
For Lanatsa—per Komoi, Oct 20—Judge Bond, Chas Lake,
G W Wilsong, and 2 others, and 20 on deck.
For Lanatsa—per Kamoi, Oct 24—Capt Cook, Master Dick-For Koxa-per Kekmi sahi, Oct 24-J R Mitchell, and about

PORT OF HONOLULU, H. I.

ARRIVALS.

Oct. 25-Am wh bark Pacific, Howland, from Lahaina, before reported, off and on.

25—Sch Go Ahead, White, from Kalepolepo and Lahaina. with 200 bbts potatoes. 25—Sch Kalama, Kulama, from Molokai, with 40 heads of cattle, 10 sheep, 12 hogs, etc.
21—Sch Kenol Ann, Likeke, from Kolon, and Anahole,
with 6 cords wood, 1000 cranges, 5 tags fangus, 7

hogs, etc.—12 passengers. 25—Sicop Express, from Lahaina, with 4 deck passengers and 100 bbls sweet petators.

25—Am which Eric, Jernegan, from Labaina, before reported, off and on. 26—Am wh tork Florence, Spencer, from Ochetsk, 1660 wh, 14,000 bone, season. 26—Am bk Comet, Stott, 537 tons, 16 days from San Fran-

cisco, with passengers, freight and the mails,— Wilcox, Richards & Co., Agents. 27—Am wh ship Moctezuma, Tinker, from Lahaina, 860 wh, 13,000 bone, season; 50 sp. 1,550 wh, 20,000 bone, voyage; 1,560 wh, 13,500 bone, on board.
27—Am wh ship Robert Edwards, Wood, from Lahaina,

250 wh. 4000 bone, season. 27.—Steamer Kliauca, Molteno, from Koloa and Hanalci, with His Majesty and suite, and other passengers. 27.—Sch Kamoi, Wilbur, from Lahaina, with wheat and

28-Am wh ship Fabius, Smith from Ochotsk, 150 wh, 1.500 bone, scason; 200 sp. 1.800 wh, 15.000 bone voyage; 200 sp. 1.800 wh, 1,500 bone, on board. 28-Am which Hercules, Athearn, frem Lahaina, off and on, 28—Am wh bark Camilla, Prentice, from Lahaina, before reported, anchored outside.
29—Am wh ship Europa, Manter, from Ochotsk, 140 wh

3000 bone, season; 200 sp, 900 wh, 5000 bone, voyage; 900 wh, 3000 bone, on board.

29—Am wh ship Henry Knieland, Kelly, from Arctic, 700 wh, 14,000 bone, senson; 18 sp, 1,100 wh, 14,000 bone, voyage; 18 sp, 1,100 wh, 14,000 bone, on board and the voyage. 29—Am clipper ship Storm King, Callaghan, 13 days from

San Francisco, en route for Hongkong, with Chinese wh bark Cynthia, Lowe, from the Arctic and Kamschatka Seas, 200 wh, 4000 bone.

29—Sch Old Fellow, Candage, from Hanalei, with 15 deck passengers, 16 cords wood, 10 bris molarses, 50 bgs sugar, 12 bors, 12 hides, etc.

29—Sloop Emma, Pinamu, from Anahola, with 37 bris beef.

30—Am ship Raduga, Burliett, from Hilo, to load oil and bone for the United States.

bone for the United States. 30-Fr wh ship Jason, Hache, from Japan and Ochotsk, 330 wh, 3500 bone, season; 25 sp. 1170 wh, 12,000 bone, voyage; 1170 wh, 3500 bone, on board. 30-Am wh ship E. F. Mason, Smith, from Ochotsk, 760

 wh, 9000 bone, season; 100 sp, 2600 wh, 26,000 bone, voyage; 1800 wh, 9000 bone, on board.
 30—Am wh ship Arctic, Phillips, from Ochetsk, 500 wh, 6000 bone, season : 300 sp. 2700 wh, voyage : 500 wh, 6000 bone, on board. 31—Am wh bark Phonix, Hempstead, from Ochotsk, 350 wh, 3000 hone, season; 2000 wh, voyage; 1200 wh,

31—Haw brig Kohala, Corven, fm Arctic, 100 sp, 475 wh, 31-Am wh bark Alice, Beebe, from Ochotsk, 300 wh, 3200 bone, season: 90 sp. 560 wh, 6200 bone, voyage. 31—Am wh bark Monmouth, Ormsby, from Ochotak, 270 wh, 4000 bone, season; 75 sp, 1425 wh, 18,000 bn, voyage; 270 wh, 4000 bone, on board. 31-Am wh bark Delaware, Kenworthy, from Ochotsk, 400 wh, 5500 bone, senson; 150 sp. 2600 wh. voyage;

31-Haw brig Hero, Von Holdt, 28 days fm Petropolovski. 31-Sch Nettie Merril, Borres, from Hilo and Kohala, with 125 bris beef, 25 do. molasses, 28 kegs sugar, 20

hogs, 18 sheep. 31—Sch Alexander, from Kalepolepe, with potatoes.

DEPARTURES.

Oct. 24-Fr wh ship Canlaincourt, Lebaste, to cruise 24—Am wh ship Corinchian, Lewis, for New Zealand.
25—Am wh ship Martha, Manchester, cruise and home. 25—Sch Kamoiwahine, (Excel.) Kuheana, for Koloa, and Nawiliwili, with 16 deck passengers.
26—Sch Warwick, Keoni, for Molokui.

26—Am wh ship Erie, Jernegan, to cruise and home. 27—Sch Sea Witch, Chapman, for Tahiti. 27—Am bark Yankee, Balley, for San Francisco. 27-Sch Kaluna, Henry, for Maliko, E Maui, with 11 deck 27-Sch Kamehameha IV., White, for Lahaina-

23-Sch Keoni Ana, Likeke, for Koloa, Nawiliwili and Hanaler. 27—Sch Libeliho, Gardner, for Hilo. 27-Sch Mary, McGregor, for Lahaina and Kawaihae, with 5 cs mds, 6 spiles, 1 horse, 1 mule, etc. 29-Am wh bark Jirch Swift, Earl, cruise and home.

23—Am wh ship Omega, Sanborn, cruise and home.
29—Am wh ship Ocean, Clark, for coast of California.
29—Am wh bark John Wells, Woodbridge, cruise and home
29—Am wh bark Hercules, Athearn, for New Zealand and 29-Sch Halawa, Akoni, for Keawakapu.

29-Sloop Louika, fr Keawekapu, with 4 deck passengers. 30-Am wh ship St. George, Pease, to cruise and home. 30-Am wh bark Dromo, Cole, to cruise and home. 30-Am clip. ship Storm King, Callaghan, for Hongkong. 30-Steamer Kilauca, Berrill, for Lahaina, Kawaihae and

31-Sch Molokoi, Kanuku, for Molokoi, Lahaina and Ka-31—Sch Queen, Kimo, for Lahaina. 31—Sloop Emma, Pinamu, for Anabola.

MEMORANDA.

Ship Majestic, Chester, last from the Ochotsk, reports-Cruised in the Japan Sea during the early part of the season. Had moderate weather, but fog most of the time. Went through the Straits from the Japan to the Ochotsk Seas July 3. Had foggy weather most of the time in July and during the entire month of August. In September, had clear weather and strong winds; encountered a gale on the 15th and another on the 24th, both from the northward. Whales were extremely scarce on both grounds; saw none in the Ochotsk previous to Septemper 1; the ships now out have entangling alliances at the saw the last Sept. 19. Left the Ochotsk Sept. 25. Was in a islands, in the shape of provisions stored or wives and few cords of which he needs, innocently supposing, if heavy gale Oct. 6, which commenced from the westward; the tiller was completely wrong from the rudder head. With this exception, had a fair passage down. Has 18 men down with the scarvy, some of them have not been out of their banks for fact, I have seen several ships this season, which, but three weeks. September 18, spoke bark Gipsey, Manter, with for these impediments, would not visit the islands on

Brigantine Victoria, Dauelsberg, from the Arctic, reports-Had moderate weather in the early part of the season. Had a heavy gale in Port Clarence. Very heavy weather in August and September, during which time lay at anchor in St. Lawrence | Honolulu must tell eventually in favor of the former Bay, boiling and trading. While in the Arctic, the 21 chief of St. Lawrence Island jumped overboard, and then stabbed him. self several times. He had been on board to pilot the brig among the islands for the purpose of trade. We have not been able to learn any cause for his desperate act.

rough weather and much fog. During August, whales were quite plenty, but very shy. Saw the first bowhead May 18, in pat. 60 ° 45, long. 173 ° 40 E.; took the first whale June 1, in pat. 62 ° 20, long. 170 ° 15 W.; saw and took the last Sept. 18, in lat. 69° 10, long. 174° 08 W. Came through Bhering's Straits Sept. 28, and through 1721 passage Oct. 6. Had fair weather most of the way down.

Bark Florence, Spencer, from the Ochotsk, reports-Had thick, foggy weather most of the season, with the wind generally from about N. E. Whales were not very abundant. Left the sea October 1. On the 10th, was in a severe S. W. gala; lest 2 | seasons," and as San Francisco can be reached from | some ships contemplated getting their recruits wholly boats and davits, sprung the fove-top-mast and carried away the bulwarks and stanchions, from the fore to the main rigging. Makes the following reports: -- Up to September 25.

		Bbls. Wh
	Arctic, Phillips,	450
	Antilla, Fehlber,	250
	Alice, Beebe,	450
	Benj. Rush, Fish,	
	C. W. Morgan, Hamilton,	
	Comet, Wilhelm,	
	Emily Morgan, Whiteside,	
	Geo. Howland, Pomeroy,	
	Harrison, Dennis,	
	Harvest, Charry,	
	John P. West, Tinker,	450
	Isaac Howland, Long	
	Levi Starbuck, Jernegau,	250
	Oregon, Tobey,	15
	Philip 1st, Hempstead,	150
	Planet, Dallman,	500
	Vesper, Bailey	
	Washington, Purrington,	
-	Children and the second	

IF Ship Moctezuma, Tinker, reports-Had very bad weather nearly the whole season, particularly in July had rugged weather and thick fogs. Whales were quite plenty, but for the a great reduction and afford other privileges, was in company with the J. D. Thompson. During the first night had a heavy gale from N. N. E., which continued about 8 hours sustained no injury. Had pleasant weather and strong breezes

the remainder of the passage. Ship Robert Edwards, Wood, from the Arctic and St Paul's Island, reports-Saw no whales the first of the season. Passed through the Straits July 18, in heavy southern crust off Cape Lisbon and Ley Cape, till the 20th of Aug., saw no whales. Saw and took the first whale Aug. 25th in lat 68° N, long 172° 10 W., last near the same place, Aug. 30th. Passed through Bhering Strait Sept. 19th. From Sept. 24 till the 30th, saw several right whales off St Paul's Island, wenther good, struck four irons, broke from two, drew from one, and cut from the other, for night, got nothing. Passed through the 72d passage Oct. 8, had good winds down to lat 33 ° N, long 156 ° W; took S.E. winds, which lasted to lat 26 ° N, long 168 ° W, and took the trades

from ENE, which lasted in. Ship Fabius, Smith, from the Arctic, reports-Met with much fog and ice during the early part of the season. Had good weather in the bays. In September, cruised in the Southern Ochotsk for right whales. Weather good. Saw quite a number a ship outside, in addition to the usual pilotage. of whales, but found them uncommonly wild and hard to catch. Had I been aware of any such custom I should have Came through the 50th passage Sept. 50. Encountered a heavy N. W. gale, Oct. 10; shipped a sea over the stern, carried away the house and galley, and received some other damages. With

this exception, had good weather down. fine weather most of the season. Whales are very scarce, except J Fuller, wife and 2 children, Miss H A Damon, Miss L S Fowler, in the early part of August and during September. Found them Jaws of the passage next morning. The water bill wore, and a pair of immensely small white bantam Jaws of the passage next morning. The water bill wore, and a pair of immensely small white bantam Jaws of the passage next morning. The water bill wore, and a pair of immensely small white bantam Jaws of the passage next morning. The water bill wore, and a pair of immensely small white bantam Jaws of the passage next morning. The water bill wore, and a pair of immensely small white bantam Jaws of the passage next morning. The water bill wore, and a pair of immensely small white bantam Jaws of the passage next morning. The water bill wore, and a pair of immensely small white bantam Jaws of the passage next morning. The water bill wore, and a pair of immensely small white bantam Jaws of the passage next morning. The water bill wore, and a pair of immensely small white bantam Jaws of the passage next morning. The water bill wore, and a pair of immensely small white bantam Jaws of the passage next morning. The water bill wore, and a pair of immensely small white bantam Jaws of the passage next morning. The water bill wore, and a pair of immensely small white bantam Jaws of the passage next morning. unusually wild. Left the sea Sept. 28. Had pleasant weather | jaws of the passage next morning. The water bill | wore, and a pair of immensely small white bantam Callao, Fuller, 500 wh; Florida, Williams, 140 bowheads. Ship Henry Kneeland, Kelly, from the Arctic, reports-Had good weather up to the latter part of September. During that month, saw quite a number of whales; at other they were very

down. Reports Aug. 25, John Howland, Whelden, 6 whales. Barkentine Jenny Ford, Moore, reports-Left Teckalet Oct. 5, in company with the bark Leonesa, for San Francisco. First 10 days, had heavy gales from S.E. to W.S.W., with a very heavy cross sea; blew away lower topsail, mizen staysail, topheavy cross sea; blew away lower topsaid, minen staysaid, topgallant said, and split the foresaid. Latter part had fine, pleasgallant said, and split the foresaid. Latter part had fine, pleasgallant said, and split the foresaid. Latter part had fine, pleasgallant said, and split the foresaid. Latter part had fine, pleasant weather. Left barkt. Constitution at Port Townsend—had
arrived over Oct. 4, from Honolulu

Brig Hero, von Holt, reports—Left Petropaulovskoi, Oct. 3.
Had pleasant weather, but light winds, all the way down. The
bark Bhering was to follow in a few days after from the same
port, also bound here. The bark Faith had been said by Me

port, also bound here. The bark Faith had been sold by Mr. H. A. Pierce, to a Russian for 375 rubles. Spoke whaleship Euphrates, Heath, in lat. 46° 07 N., long. 179° 30 W., with craise of several months, with a small quantity of pearl shell seal oil, sharks' fins, etc. Her cruise will not prove a paying

By We are obliged to omit a large amount of marine and other interesting news for the want of space

THE PACIFIC

Commercial Advertiser.

THURSDAY, NOVEMBER 1. TELL me my faults," said the youthful Clay to a veteran Senator, on entering for the first time the American Congress. And it was this desire to learn his failings and the determination to rectify them, that raised him to the foremost rank among the politicians of his age, and made the name of Henry Clay respected and revered by the whole American people. We have from time to time pointed out some of the defects of our recent over-legislation, particularly that embodied in the Civil Code. Some of these have been remedied, but by far the larger part still remain a disgrace to our statute books, a check to our commercial growth, and a burden to our agricultural and mercantile interests. It is only by seeking to remove these hindrances to our prosperity, by restoring a healthy and vigorous pulse to our national system, by removing the petty annoyances and unnecessary embargoes on trade and industry, that we can hope to progress. "Tell me my faults" is the spirit with which the Government should be administered, in order that that line of policy alone be followed which may develop the highest good.

We have repeatedly declared that the enforce ment of the new regulations embodied in the Civil Code, particularly the increase in the tariff, could only result in driving away whaleships, reducing our trade, and consequently our internal and foreign commerce. That our whaling fleet is, in 1861, to be reduced to a lower figure than at any time during the past twenty-five years, is now as certain as that the morning follows the evening. We are not alone in this opinion, for it is shared by every person of intelligence in the community. From one of the most respected and experienced whale shipmasters now in port, we have received a somewhat lengthy communication on this subject, which, notwithstanding its length, we give in full. As the testimony of a shipmaster, who has been and is still interested in the prosperity of our islands, it will be perused with interest. From the business-like manner in which he handles his subject, it will be seen that he understands the whole subject from experience, and we would commend his letter to the consideration of those in power:

PACIFIC OCEAN, October, 1860. MR. EDITOR: Dear Sir :- In looking over files of the Advertiser after leaving Honolulu last spring, I noticed in the issue of April 26th, your comments on the new tariff, raising the duties on foreign goods imported into the islands from five to ten per cent., with your views of its probable effect in driving away a portion of the whaling fleet which otherwise might visit the islands for recruits, &c. Your idea seemed to be in favor of holding out greater inducements to encourage their visits in preference to laying any greater burden upon them as good policy, and I cannot but think you were correct in that view of the subject. Whaling at the North, for some seasons an excitable temperament and in the bad habit of past, has certainly been a loosing business at best for using expletives not to be mentioned to ears polite, he the greater part of the fleet, as its rapid decrease in | will, during his chase from pillar to post, have used 29—Sch Kamoi, Wilbur, for Lahaina.
29—Sloop Louisa, Rye, for Honaula and Kaupo, with about 12 deck passengers.

the greater part of the fleet, as its rapid decrease in number affords ample proof; and that the number up his whole stock, and going off to his ship can now employed will be still more reduced, the average | calmly moralize on the magnanimity of the Sandwich catch of the past season fully indicates. Whether Island government in remitting the duties on any the Sandwich Islands will still be the rendezvous for | goods he may land to the amount of \$200, (a bonus those that are continued in the business, remains to be of \$20,) and wonder they had not raised the duties proved. The necessity of keeping their disbursements | and fees in years past, when the company of so many within the smallest possible compass is forced on the | whalers was inflicted upon them, and whaling was a minds of the masters by the fact that in the majority paying business. Should his sympathy be excited for of cases they are likely to make a loosing voyage for their owners. That the increased charges on whaleships at the islands are to be still more increased by | not be fitted again, many that are will be fitted for the additional duties will have its full weight with the Indian Ocean, as it costs less to sail a ship in masters in making their arrangements as to what | that direction, and of the few that are fitted for the

ports to visit, no one can doubt. That San Francisco and ports on the coast will soon attract a portion of them seems more than probable; but the change will not be made at once, as many of families left there, or letters directed only there, which will necessarily call them back in the fall. In their return from the North. The fact that a ship can get what is necessary in the shape of recruits, water, etc., in San Francisco for less money than at place, especially as it is a home port, and shipments and discharges are on a different basis from what Bark Martha 2d, Dally, from the Arctic, reports-Had very | were plenty and to be had for less advances than at at Honolulu, taking it from the shore; and of course ment was that, were he sole owner of his ship, he as no inconsiderable portion of the fleet whale in the late, sooner than Honolulu, and the bays on Lower | with it. California in a week from San Francisco, whereas it

It costs more to get in and out from Honolula for pilotage, government dues, steam tug and a supply nearest to it, but they soon discovered that to make | doing last year, but were prevented. Honolulu, (1 copy from my clearance last spring :)

Fees.... " " unmooring,

Anchoring outside, it is fair to say, is not common; but the fact in this case was, the pilot came on board, and had the colors set for the tug, but after waiting until sunset, proposed to anchor, to which I acceded, supposing it his business to take the ship in, as customary the world over. In settling, however, at the Custom House, I was enlightened in regard to that matter, by having to pay \$10, the fee for anchoring considered myself fully competent to have performed that feat, having anchored my ship outside several 400 barrels the amount required for a season, but having 200 barrels on board, it was not needed. Had there been any natives to ship or discharge, the scarce. Came through the Straits Sept. 28. Very good weather

Thus it appears that from \$125 to \$140 are required to get in and out from Honelulu for pilotage I am informed that the government make it the in- ballots gratis. terest of the pilots to use the tug allowing them a THE WEATHER .- For the past few days, till yesterthe pilotage. Many ships do not take their full sup- have been blowing fresh for some time. The old na- tomary salutes. They are in the enjoyment of ex-1,600 barrels, bound to this port.

I.F. Capt. Molteno, of steamer Kilanea, reports the arrival at Kolon, on the 224 instant, of schooner Jeannette, from a ply of water, especially, if bound South or West, preferring not to pay 121 cents per barrel. I have tion, say that a heavy kona will follow the present | HILO.-From Capt. John Worth's letter, dated visited different ports and taken water from several strong trades. government pipes and tanks, but at none where the Naval -We learn that a U.S. Ship of War is ex- learn that there was but one whale ship in port, viz., price compared with what obtains at Honolulu. A pected here shortly.

ship making Honolulu her port three seasons, Spring and Fall, would pay for the above charges not far from \$750 to \$840-quite an item as whaling is at present. No wonder the number increases that leave the islands in the fall, intending not to visit them in the spring, getting their recruits elsewhere; or if they do touch in the spring, merely to get letters.

allude more particularly to the smaller ports. At Hilo, which port I visited six times on my last voyage. the pilotage was then \$10 each way; now it is the same as at Honolulu. Then, there is another petty charge. A law having been made obliging masters to make oath to having deposited all foreign letters and to pay \$2 for the privilege of making the oath.* Indeed, we are very kindly told that the law was not ntended to apply to whalers, but to prevent speculators from taking advantage of a rise in the price of sugar, etc., by withholding letters or something of that kind. But the law had been drafted so stupidly, it did apply to whalers, no matter where they might come from, be it Arctic, Ochotsk or from a cruise on the line. But the cream of the joke is. after having paid this little extortion once to windward, to have it to pay again at Koloa, as 1, and doubtless others, have done. A ship that drops anchor at Koloa now, wanting a little wood, &c., must pay the boarding master S5, clearance S1, fee for this letter business \$2, and if he lands anything to trade for chickens, pigs, or potatoes, \$1 for permit, making 89 in all. The boarding master may or may not come on board, the fee is the same, and the captain nust take all the responsibility of anchoring his ship, as the boarding master does not know the mainop sail from the main-royal truck, and don't pretend to. Besides all this, he must be taken off and back in the ship's boat, as he has none. These petty charges have all grown up within a short time, as I inchored, there in the spring of 1859, paying only clearance \$1, landing nothing, of course. In touching at Kawaihae there is a boarding fee of

from the North generally touch at Kawaihae for potatoes, also at Honolulu for letters, and Koloa for wood, paying port charges at all these places if any business is done. In touching at Honolulu for letters if one of the crew steps out and can't be found, perhaps the master decides to take a native in his place. One is soon procured, he takes him to the Harbor Master, pays his advance, pays \$1 for native shipping articles, a fee of 50 cents for shipping, another fee of 50 cents for bond. He also pays the government tax of \$2, and if not posted thinks he is all right. But some one tells him it is claimed, that he is not legally shipped unless on the ship's articles. Off he goes to the Consul's office. He is asked, have you cleared at the Custom House? He answers, no, have merely stopped for letters and perhaps to get some article that could not be procured to windward; have been in the habit of doing so on former voyages. He is told that now he will be liable to a heavy fine by so doing. Away he hies to the Custom House, pays \$2 for buoys, \$1 for clearance and \$1 for fees; mes back, his native is shipped. He pays deposit and delivery of papers, shipping fee, shipping articles and clearance, and is ready to leave with his letters, if he has been fortunate enough to find some. If of them lest they come to poverty, one reflection may console him, many of the ships going homeward will North Pacific, some will not visit the islands as fre-

quently as has been the custom. This train of reflection may last until he reaches Koloa, a bad place to lay off and on at, stands in and drops his anchor and commences getting off wood, a he has not been there for a year, that he has but \$1 to pay for a clearance. The boarding officer comes down, finds he only wants wood, and does not intend to land anything, tells him there is \$8 to pay. About this time the aforementioned expletives come into full play again, as that official can most solemnly testify. Perhaps, however, as was the case last fall when I was there, the master comes on shore and finds the fees increased if he anchors, gets into his boat and goes off, and what he might have bought is lost to the they are at the islands. I have been informed by a agricultural interest of the islands, and some other master who shipped a crew there last fall that men | port benefited where the rage for fees is more in accordance with the times. Koloa is the only accessible the islands. Water from the water-beat for less than | port now open to whalers on Kauai, the other being on the windward side and seldom or never visited. his potatoes and vegetables cost less, and his state- Formerly they were permitted to trade at Waimea or any place they saw fit, but recently these privileges should go to that port as a matter of economy. Now have been annulled through fear, as I was told at Koloa, that liquor might be smuggled on shore.* bays of Lower California, and cruise for sperm on That may or may not be the reason. I wonder it had that coast, and farther south during the "between never been thought of in years past. The fact that the Arctic and Ochotsk as soon, and by these who are at that island might possibly have something to do

While at Koloa last fall a ship hove too off Hanaoften takes from three to four to reach them from pepe, eight miles to leeward of Koloa, and sent in a Honolulu, a pretty strong argument is made out for boat. The Collector mounted his horse and set off, visiting the former port in preference to the latter | fearing he might be permitted to trade, although I one, viz: Less cost and greater proximity to the assured him that I might bear watching as well as whaling ground, and more especially as ships intend- the stranger. His reply was, that his orders were ing to whale in the bays would need only to stop for | imperative to drive off any one attempting to trade recruits, without giving their crews liberty unless at other than the ports of entry, and report them that they might be fined, and it was intended to make an example of the first one as a warning to others. Were ships permitted to anchor at Waimea, a very of water, than any port it was ever my fortune to few might get their wood and water at Koloa, and visit. Hobart Town, some years back, came the then anchor at the former place, as some intended

In your article on the new tariff, which I make the above reasons could not be taken. Left Gore's Island Oct. 3. wise policy, and did so. It costs to get in and out of text of this communication, you say that the ruling principle upon which every good government should be conducted is for the greatest good of the greatest number. Not being a political economist, I am not haps, this is the plan acted on, the greatest number being at Honolulu, therefore, the Kauaians should send up their stock to Honolulu, the freight will not eat it all up in every case, there may be a small surplus left to invest in goods to pay a freight back, thereby proving the greatest good to somebody, not the Kausians, however. As for those foreign devils, as the Chinese would call them, the whalers, who impoverish the islands, increase their fees, and let their privileges be abridged, you will soon succeed in driving them away. Respectfully yours,

A SHIPMASTER * Norm .- It is but proper to add, that the law in both these cases has, I am informed since arriving in port, been repealed— and the oath is not now required for letters, while the port of Waimen has been re-opened to whalers, under certain conditions.

JAPANESE CURIOSITIES .- We have had trinkets, boxes, and what-nots, from Japan till they no longer possess that curiosity they once had. But Capt. times in years past without a pilot, or I might have Phillips of the Arctic has brought with him some live Ship Europa, Manter, from the Ochotsk, reports-Had very laid off and on. True it would not have been so specimens, which are novelties. Among them are a handy for the tug as it was to find her in the very small pet dog, with the funniest nose that ever a cur will be taken on to New Bedford by Capt. Phillips.

> PRESIDENTIAL ELECTION .- Tuesday next, Nov. 6th, harbor master's bill would have been increased ac- is the day on which the election for President takes command of Capt. F. Molteno, sails, we understand, and government dues, with a supply of water for a here on the same day, say from 12 to 2 o'clock, P.M., vocation, in which he has in days " lang syne," season cruise, using the tug once, which I believe few just to see how American politics stands in Honolulu. | won green laurels. May he, like Casar, be able to are fortunate enough to escape doing, especially, as What says Brother Jonathan? We will print the cover his bare poll with those he acquires on the

> heavy percentage for collecting instead of the bill be- day, the weather has presented a heavy, sombre ap- suite returned from Kauai on Saturday last, at 3 P. ing paid at the Custom House at the same time with | pearance, indicating a change, though the trades | M. in the Steamer, and were received with the cus-

PRINCE LOT KAMEHAMEHA.-The Emma Rooke arrived at San Francisco, from Victoria, on the 4th of October, with Prince Lot and his suite, all in fine health. They had met with flattering attentions from the city authorities and by Governor Downey. The papers contain friendly notices of the Prince, and we In speaking of the increased changes at the islands, doubt not his visit has been a pleasant one. As near as we can learn, the Emma Rooke was to have sailed for Hopelulu on the 17th, but might have waited a day or two longer for the New York mail, which had not arrived up to the 15th, though due on the 12th, She may be looked for between this and Sunday. From our San Francisco exchanges, we clip the fol-

PRINCE LOT KAMERAMERA.-By the royal yacht Emmis Rooke, from Honolulu, via Victoria, there arrived Prince Lot Kamehameha, Commander-in-Chief of the Hawaiian Kingdom and brother of His Majesty the King. He is accompanied by Col. Levi Haalelex, Major David Kalakana, and Col. J. C. Spaiding, who constitute his staff. On the arrival of the vessel she was boarded by Mr. C. Wolcott Brooks, to whose firm she is consigned, and Charles E. Hitchcock, the Hawatian Consul, who welcomed them to California. They afterward came ashore where at the landing they found carriages provided for them by Mr. Brooks, and were conducted to the International Hotel ere the party will remain during their stay in this city. yal Hawalian standard was flying all day from the flag staff the International Hotel. Our distinguished visitors are all on of large stature, and are highly intelligent gentlemen, seaking several different languages fluently. Prince Lot travel-I in Europe and America some years since, and is conseque no stranger to our customs and institutions. Being an in ortant man in the Government, he is able to be absent but nort time, his visit being to recuperate his health .- Aifa-Hts Royal Hoddess -- Complimentary letters have passed etween His Royal Highness the Prince Kamehameha, Com-Downey, in which the best possible feeling of friendliness reathed. H. R. H. and suite, or Saturday afternoon, visited he Cattle Show, and proceeded from thence, via San Mateo, to an Jose and the Warm Springs, intending to return here on

H. S N. Co's. STEAMER KILAUEA .- We would call attention to our advertising columns, where the timetable of this steamer may be found for the month of November. It will be noticed that a liberal discount is made to those who take tickets each way. The arrangements for freight are clearly designated, and under an experienced manager like Capt. Berrill, we \$5, and \$1 for clearance, and \$1 for permit if anydoubt not will give perfect satisfaction to shippersthing is landed. Ships making Hilo their first port The well known business character of W. L. Green, Esq., of Messrs Janion, Green & Co. the agents, needs no comment at our hands.

- The steamboat company contemplate fitting out soon a schooner propeller, to run from Kawaihae to Hilo and Kona, and connect with the steamer, bringing freight and passengers from those points to Kawaihne. The plan looks feasable, and if successful, other schooners will be fitted with propellers to run around Maui and Kauai. Until such vessels can be got ready, a smart schooner will be chartered by the Company to run between Kawaihae and Hilo, on the trips that the steamer goes only as far as Kawaihae, and goods will be forwarded on to Laupahoehoe, Kapukaea and Hilo, by her without any extra charge, thus affording a regular weekly communication to Hilo. The week that the steamer goes to Hilo, the schooner will go on from Kawaihae to Kona, goods and passengers per steamer being taken without extra charge.

Similar arrangements are in contemplation for Maui and Kauai, so as to accommodate ports not in the direct steamer track, until more steamers can be obtained; and we understand that the plan of the boilers and engines for these boats have been decided upon, and that Mr. Hughes, of the Houolulu Iron Works, is prepared to execute the whole here, and to guarantee their effecient performance and dura-CAPT. J. PATY, THE HERO OF AN HUNDRED TRIPS.

-It affords us unfeigned pleasure to report a movenent on the part of our citizens, to honor a man whose life has been spent in successfully navigating the waters of the Pacific. On Friday evening, Oct. 12th, a meeting was held, to make the necessary arrangements for presenting Capt. Paty some testimonial, suitable and appropriate. At this meeting the following resolutions were offered by Mr. N. L. Resolved. That, in consideration of the long and meritorion

and the valuable assistance rendered by him in the furtherance of commercial intercourse between the Hawaiian Islands and adjacent ports in foreign countries, as evidenced by the accomishment of his one hundreth passage across the Pacific, we, merican residents and others, in Honolula, in meeting assem-ed, deem him entitled to be halled as the Commodore of the Merchant Marine, at the Sandwich Islands, and as such to fiv and the state of the rank thus bestowed upon him; at therefore it is further Resolved, That, in accordance with the above resolution, pennant, indicating such rank, be purchased from the

services of Capt Joun Parv, as a ship master out of Honolulu,

subscriptions for procuring testimonials of our appreciation, and that the same be presented to Capt. John Paty, on his arrival from San Francisco, and that on its presentation, he hall be saluted with the customary salute of 13 gons. These were unanimously adopted. The following

gentlemen were then appointed to carry out the spirit of these resolutions : viz., Capt. T. Spencer Capt. B. F. Snow, Capt. James, and J. A. Hassinger. The committee could not have decided upon a has navigated a vessel one hundred times between the Sandwich Islands and the American coast. Captain Paty is a native of good old Plymouth, Mass., and for aught we know, the blood of the master of the May Flower runs in his veins. Capt. Paty is one of those Cape Cod boys, of whom it has been eloquently said, "They leap from the cradle to the shrouds without holding on to their mother's apron strings."-Friend.

Since the foregoing was published in the Friend at an adjourned meeting of the friends of Capt. Paty, held vesterday at the rooms of C. N. Spencer, Esq., it was resolved with the remainder of the funds in the bands of the Committee, to send to San Francisco and purchase a Silver Tea Service. A. P. Everett, A. Fornander and John F. Pope, Esqrs., were appointed a Committee for that purpose. Captains T. Spencer, B. F. Snow and S. James, and Mr. J. A. Hassinger, were appointed on the Committee of Reception. " Finis coronat opus."

A BRITISH MEDAL FOUND AMONG CANNIBALS .-Capt. Wm. Earl, of the whaleship Jirch Swift, has shown us a medal which he procured at the Navigator's Islands, about a year ago. The body of the medal is of silver, on one side of which is a heavy Maltese cross of gold, surmounted with a gold crown on the top and three crowns in the center. These latter are joined together with the words " Tria juncta in uno." On each of the quarters of the cross are the words in raised gold letters, "Albu- Koloa and Nawiliwili,..... hera," " Vittoria Pyrenee," " Nivelle Neve." and " Peninsula," evidently designating the battles for which the medal was awarded. It was found by a native on one of the Society Islands, about the time that group came into possession of the French, and capable of judging, but think you are right. Per- attached to its back was a small leather, on which was written "J. Lockyer, 57th Regiment, 1833." It must be a valuable relic to its former possessor, if living, who was probably an officer in the Peninsular war, while its value as metal can hardly be less than

HOSOLULU CONSULSHIP .- Mr. Buell of Michigan having declined the Consulship at Honolulu, a large number of the friends of Gorham Blake are pressing him for the office. They embrace a large mercantile representation, and Mr. Blake's appointment is quite certain. But a few days, however, and the decision will be made known .- S. F. Bulletin.

We learn that advices have been received of the appointment and acceptance by Mr. Blake, of the Consulship tendered to him. In this connection, we cannot but notice the language used in the last Polynesian, in designating him as "one Gorham Blake," ntended and understood by the public to stigmatize him as an interloper. The expression is generally so used and understood. Had the language been made by a private journal, it might have appeared less offensive than when emanating from the ministerial organ of the Hawaiian Government, in which it means all that it says, and affords another palpable instance of the injudiciousness of a government attempting to edit a newspaper.

SCHR. MARIA.-This fine schooner, under the place, throughout the American Union. It has been on Saturday on a cruise, Coast of California bay suggested that now, as a large number of Americans | whaling. Although sorry to lose her from our islare in port it would not be amiss to hold an election and fleet, we wish the "Admiral" greasy luck in a present cruise.

the Metacom.

the 29th, received yesterday, per Nettie Merrill, we

NOTES OF THE WEEK.

ROYAL HAWAHAN THEATRE.-The great attracbeen the appearance of Mrs. Forbes in " Juliet" which was played on Monday evening, to the fullest audience of the season. The acting of this lady wins more on the public. She even exhibits complete knowledge of her part, showing deep and appreciative study of her author, and her perfect acimes emphases by proper positions and jesticulations o the words which she conveys. Proper action is a great helper to the best elecution. The correct acting of Mr. Furgison, the side-splitting comicalities of Mr. Glover, the graceful and positive dancing of the Misses Gordon and de Vere, meet with due applause, while Miss Lawrence has taken by storm a score or more of susceptible hearts, by the charming manner in which she sings those beautiful " vers de Societe,

Quite an upheaving took place on Saturday ast, in the American Consulate at Honolulu, in the removal by His Excellency J. W. Borden, U. S. Commissioner, of T. T. Dougherty, Esq., late Deputy Consul, and the appointment of F. L. Hanks, Esq., to that office. This appointment was followed by a change in Physician and Purveyor to the Hospital, Dr. G. P. Judd having been named to the former flice, and E. P. Adams, Esq., to the latter. These changes have been made, as we learn, under authority from the State Department at Washington. The Consuls recently appointed by the President will probably arrive by the Frances Palmer, so that the present arrangement is merely temporary. PRINCELY .- The New York Herald remarks that

the committee appointed to prepare for the reception of the Prince in New York represented over two hundred millions of dollars." The young gentleman ought to find a princely reception in that city. Personal.-Hon. J. W. Borden, U. S. Commissioner, left for Lahaina and Ulupalakua on Tuesday,

the return of the Steamer, accompanied by Mrs. LECTURES ON MICRONESIA .- A course of ople, their origin, customs, habits and religion. The first lecture to be delivered at the Fort Street Church on Thursday Evening, Nov. 8. The public are invited to attend. Due notice will be given of subsequent lectures.

in the steamer Kilauea. He may be looked for on

CARD,-Capt. L. V. Lass, of the whaling rig Wailua, desires to express his sincere thanks and heartfelt gratitude to the Captains of the different ships who rendered him aid and assistance in the calamities which befel him North

BERS OF PROTECTION HOOK & LADDER COMPANY No. 1, are hereby notified that a Monthly Meeting will be held at their Hall on MON-DAY EVENING, Nov. 5, at 71 o'clock. A full attendance is espectfully requested, as business of great importance will ome before the Company. Per order, FRANZ BINDT. Secretary P. H. & L. Co. No. 1.

TO ARMS, YE BRAVE !- THE MEM-

HAWAIIAN HONEY! UST RECEIVED FROM KONA, HA-Honey in the Comb!

or sale by
W. A. ALDRICH,
232-tf Premises formerly occupied by the Hudson Bay Co.

HAW. STEAM NAVIGATION CO. TIME TABLE OF KILAUEA!

Steamer "Kilauca

W. BERRILL, Master,

(late of schooner Mary.)

For the month of NOVEMBER, 1860.

LEAVES HONOLULU-For Lahaina, Makee's Landing, Ka-waihae and Kohala, every Tuesday Alternoon, at 4 P. M.; going on to Hilo every alternate trip-say on Tuesday 13th LEAVES HONOLULU-For Kolva and Nawiliwili, every other Friday Afternoon, at 4 P. M .- say on the 9th and 23d LEAVES LAHAINA-For Honolulu every week, as follows : at 9 P. M., Saturday 3d, Thursday 8th, Saturday 17th Thursday 22d November.

Kohola every Wednesday Morning at 7 A. M., going on to Hilo every alternate trip—say on Wednesday, 14th and EAVES MAKEE'S LANDING-For Lahaina and Hinolulu every week, as follows: at 4 P. M. Saturday 3d, Thursday 8th, Saturday 17th, Thursday 22d November. EAVES MAKEE'S LANDING-For Kawaihae and Kohala every Wednesday Morning, at 10 A. M., going on to Hilo every alternate trip-say on Wednesday 14th and Wednes-

more appropriate testimonial to the ship master who | LEAVES KAWAIIIAE-For Honolulu, calling at Kohala Makee's Landing and Lahaina, every week, as follows: at 10 A. M. Saturday 5d. Thursday 8th, Saturday 17th, and Thursday 23d November. LEAVES KAWAIHAE—For Hilo, touching at Honoipa every other Wednesday Evening, at 6 P. M.—say on the 13th and 28th November. and 28th November. LEAVES HONOIPU-For Honolulu, callingat Makee's Land-

ing and Lahaina every week, as follows: at 12 noon, Saturday 3d, Thursday 8th, Saturday 17th and Thursday LEAVES HONOIPU-For Hilo every other Wednesday Eve ning, at 8 P. M.—say on the 14th and 28th November.

LEAVES HILO—For Honolulu, calling at Kawaihae, Kohalu
Makee's Landing and Lahaina every other Friday Afternoon, at 4 P. M.—say on the 24, 16th and 30th November. LEAVES KOLOA, KAUA1—For Honolulu, calling at Nauci limili every other Saturday about noon—say on the 10th and 24th of Navarday. and 24th of November, LEAVES NAWILIWILI-For Honolulu every other Satur-

Note.—The Steamer's trips on the basis of this table will obably be adhered to after November. Say to windward ery week; one week as far as Kawaihae, the next as far as Hilo, and every other week to Kanai-every sixth week, how

ever, the Kawaihae trip will be omitted, to give time to overla

tween Honolulu and Lahaina, either way, ... and Makee's Landing, either way, ...

Honolulu to Kawaihae and Kohala,.....

Rates of Passage

Return tickets for Cabin passage to or from Honolulu, and any of the following ports, available for one month, and not transferable, given as follows: Kawaihao and Kohala,.... heretofore in the schooner Mary by Capt. Berrill.

N. B.—It may occur that the Steamer may be now and then delayed an hour or so in the time of her arrival at the intermeate ports-say Lahaina, Makee's Landing, Kawaihae and Honoipu, and may consequently be delayed a short time after the exact hour of sailing, but as every exertion will be made to time, it is requested that Passengers and Shippers will themselves prepared to embark themselves and freight ough she may not heave in sight exactly at her hour. The Kilquen has just been altered at consulerable expens and successfully carried stock in the schooner Mary. It is particularly requested that goods shipped from Honolulu should have their destination marked upon them in distinct letters, and that a "cart note," or copy of the receipt may be sent with them and left with the officer who signs the receipt. Passengers for Hilo have an opportunity of getting there, as well as seeing the country by the Steamer, on her trips to Ka-waihae, by riding across the island from that port, where horses an always be obtained at moderate rates. Parties wishing to visit the volcano by said route, and returning by the Steamer direct from Hilo, or tice versa,) can make the trip in Hi days, and have time to spare.

JANION, GREEN & Co.,

and have time to spare. JANION, GREEN & Co., Agents for the Hawaiian Steam Navigation Company, Honolulu, Oct. 30, 1860. 232-tf ROSS, DEMPSTER & Co., 113 Battery Street. San Francisco. IMPORTERS AND DEALERS IN SUGARS,RICE, SYRUP, BACON, COFFEE,LARD, CANDLES, BUTTER,

THOS. HOPE & Co's. CELEBRATED DAIRY BUTTER.

niers promptly filled on the most favorable terms.

For sale in lots to suit purchasers.

THIS HAS LONG BEEN KNOWN AS THE ts to suit purchasers, by ROSS, DEMPSTER & C

THOS. HOPE & Cc.'s NEW ORLEANS SUGAR! The Genuine Unmixed New Orleans, OF SUPERIOR QUALITY.

WE SHALL BE IN CONSTANT REto suit. Orders promptly filled. ROSS, DEMPSTER & CO.

QUESTION FOR ADJUSTERS OF GENERAL AVERAGES ... tion at this Temple of the Drama the past week, has It is often a vexed question between adjusters of maritime averages, the contributers to losses, and the receivers of same, what constitutes entire destruction to a set of furniture, i. e. whether one piece of the set being damaged, the whole set shall be thrown upon the ship, or the lost article replaced from those of a similar description. Would not the following quaintance with the stage, enables her to give at all summary settlement of the mooted point answer well PERSONAL. The New York World tells the following anes. Prisonal. The New York World tells the following anne-date of a well-known authoress: "It is related of a personage, more or less mythical, hamsel Fanny Fern, that stopping at the office of a Philadelphia hotel to pay her bill, on the eye of of her departure, she found a charge for breaking of her tillet set. She admitted the breakage of one piece, and desired to lay for that and no more. The price of the whole set, however, was demanded, because the 'set' was broken. The carriage was at the door; the train soon to scart. There was no time for discussion, little for thought, but enough for netion. Heatly pay-ing the entire demand, and directing the carriage to wak a moment, she went directly back to her room, and taking up the What a Fanny !

> We are glad to notice the return of Mr. r Fuller, of the Department of Public Education, whose absence since the death of Mr. Armstrong has been much felt. He appears as if he had enjoyed his trip to the United States, and is accompanied by his

During the continuance of the stormy weath. er, which we have had of late, influenzas and colds have been unusually prevalent. These are generally preventable by a little care in avoiding sudden exposures to a draught of wind, when in perspiration

FOR PORT TOWNSEND, W. T., TOUCHING AT VICTORIA, V. I., IF SUFFICIENT INDUCEMENT OFFERS

> THE WELL KNOWN BARKENTINE JENNY FORD. C. H. MOORE, Master,

Will leave for the above Ports on or about the 1st November For freight or passage apply to H. HACKFELD & Co. BAHNFRE!! CUTHEIL!

HONOLULU TURN-VEREIN!! ATTENTION: A Regular Monthly Meet-I'm ing of this Vergen will be held at their Hall TO-MORROW EVENING. Friday, Nov. 2d, at 7; o'clock, at which all the

C. FRED. PFLUGER, Secretary. NOTICE! HEREBY APPOINT MY SON, JOSEPH PORTER GREEN, my Agent, and authorize him to act in its capacity during my absence from the Hawaiian kingdom. JONATHAN S. GREEN.

FURNITURE ON HAND AND FOR SALE BY THE

UNDERSIGNED: SUPERIOR MAHOGANY HAIR SEAT SOFAS, Superior enameled leather covered settees. Mahogany whatnots, center tables, new and neat style, hair seat parlor chairs, hair seat easy chairs, Patent style BEDSTEADS.

Oak cane seat arm chairs,

Just Received ex Comet. Cases Fresh California PEACHES, do do STRAWBERRIES, Oregon Smoked Hams,

CRAND VOCAL

INSTRUMENTAL CONCERT! TO BE GIVEN BY THE AMATEUR MUSICAL SOCIETY,

At the Fort Street Church.

THURSDAY EVENING, Nov. 15. MUSICAL DIRECTORS: E. HASSLOCHER. A. H. WALDAU.

TO MASTERS AND AGENTS OF WHALESHIPS,

And the Shipping in General. PRIMEBEEF PRIME BEEF PACKED BY E. KRULL, a good barrels of 200 hs each, for sale by the undersigned.

The first shipment of the above fine article, favorably known already among the shipping, has just come to hand, and fresh supplies will now regularly arrive. Purchasers will find to their own interest to examine this brand before buying elsewhere, as

> von HOLT & HEUCK, Corner Fort and Merchant Streets Sugar Plantation at Auction.

we guarantee a superior article at a modern

ON WEDNESDAY, NOV. 14., WILL EWO SUGAR PLANTATION. gether with all the building, machinery, stock and impleme he mill and separator are moved by water power, and every thing about the Plantation is in first rate order. The ficia of growing came covers one hundred and sixty-one acres, which will be ready to cut on or about the first of January 1861.

The entire Plantation comprises about five hundred acres of rich land held on lease with six and a half years anexpired.

Terms made known at sale.

UTAL& AHEE.

Honolulu, Oct. 31, 1860. 232-2t 20 CASES LE BRUNS OYSTERS. 50 TNS
JENNY LIND CAKES, received for "Comet."
H. W. SEVERANCE. 300 LBS. PUTTY, ex "Comet." For sale by II. W. SEVERANCE.



U. S. LEGATION, HONOLULE, H. I., ? NOTICE IS HEREBY GIVEN, THAT hereafter no draft or drafts to meet disbursements on account of American scamen, at the port of Honedala, will be paid by the Treasury Department, unless the account on which the same is based shall have been first submitted to the American Commissioner at the Hawaiian Islands for audit, and his approval regularly endorsed on each separate draft.

Witness my hand the day and year above written,

CONSULAR NOTICE!

HILO, ISLAND OF HAWAII, October 15, 1860. OR THE INFORMATION OF THE BERS fied on the 15th June last, within the district of Kona, Hawall, of consumption, intestate a said to have been a resident of Caliiouse of Dr. J. Herrick, district of Kona, Hawaii, of consumption, intestate. He had been a resident of Ohio or Indiana-aid that his father, Matthew Current, resided at Angola, Steu-For further particulars, apply to the Department of State

HOTEL INTERNATIONAL, JACKSON STREET,

SAN FRANCISCO. FOSTER, PATTEN & CO.,

(SUCCESSORS TO J. J. HALEY,) TAVING PURCHASED THE INTEREST of Mr. Haley in this well-known Hotel, the Subscribers beg to say to the old patrons of the house and the public genrally, that they have made many alterations and improvem and re-furnished and renovated the house throughout in the most thorough manner, and have added an elegant Private Hall for the entrance of Ladies—and are determined that in the uture the house shall possess all the requisites of a

A FIRST CLASS HOTEL IN EVERY PARTICULAR. Our Mr. Patten has been Backkeeper of the house for the past two years, and Mr. Foster has been connected with the Occan amers of this Coast for the past eight years as Purser, and theerfully offers his services to families and others in procuring meamer passage, in advance of their arrival here. IN NO ADVANCE IN PRICES. Coaches of the Hotel always FOSTER, PATTEN & CO.

The best Purifier of the Blood! HALL'S Sarsaparilla, Yellow Dock, and lodide of

HARDWARE GOODS! Ex "Raduga," from Boston. THE UNDERSIGNED HAS JUST RECEIVED

W. N. LADD.

Washington, or to the undersigned.

THOS. MILLER, U. S. Consul.

A few doors above Montgomery Street,

Proprietors.

Potass.

from Bos.on, by the RADUGA, an Invoice of very desir-ble Goods, which, with former stock, comprises the largest and est assortment of HARDWARE GOODS ever offered in Hono-For sale at lowest rates.